

PH-F019

5 Lujan, and then after that, Ted Logan.
6 MR. DENNIS LUJAN: Thank you for coming to
7 Fresno. I'm here representing the City of the Selma,
8 Fowler and Kingsburg. We're three small cities just
9 about 15 miles south of Fresno, and the plans that we
10 have seen indicate that high-speed rail line through our
11 respective communities, through Selma, which is in the
12 middle of those three cities, it would be going through
13 Kingsburg and Fowler, which is totally unacceptable.
14 And we, as three communities, are in one accord when
15 we're here to beg you not to do anything with those
16 three cities unless you're going to channel the rail
17 lines through our three communities.

18 I think it would be devastating to the
19 economies of the communities and the three mayors
20 representing our constituents are in agreement that what
21 it would do to our downtowns, which aren't that big to
22 begin with, would be to destroy them with the amount of
23 land that would have to be taken, especially when it's
24 going through those other two communities.

25 I don't know if you're familiar with the

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1 Central Valley and those three communities right there,
2 but I would like you to study up on it. I know Fran
3 knows what I'm talking about. It's very important to us
4 that those lines don't go through our communities. And
5 Selma is in agreement that it should be above ground.

6 That's -- do you have any questions?

7 CHAIRPERSON JOSEPH PETRILLO: No.

8 MR. DENNIS LUJAN: The City manager from
9 Kingsburg is sitting here, and he's representing the
10 mayor there, and we have talked about this and we've had
11 our own small meetings in the three communities, and
12 we're here to hopefully persuade you to either go
13 channel through those three communities or send the
14 high-speed rail line through the Burlington line, which
15 I think would be closer to Hanford. You have two
16 options here.

17 CHAIRPERSON JOSEPH PETRILLO: Are you going to
18 submit written comments?

19 MR. DENNIS LUJAN: Yeah. We'll do that.

20 CHAIRPERSON JOSEPH PETRILLO: Thank you very
21 much.

22 MS. FRAN FLOREZ: I just want to clarify
23 something earlier. Last week I was at a mayor's
24 conference and spoke with three mayors and encouraged
25 them to come and make their comments known to the rest

0051

1 of the board so that we could get those comments in the
2 record, and they will be, I believe, submitting some
3 written comments as well.

4 Thank you for coming.

5 CHAIRPERSON JOSEPH PETRILLO: Ted Hogan then
6 Mr. Loren Harding.

7 MR. TED HOGAN: My name is Ted Hogan. I
8 represent the Yosemite Valley Railroad Project that
9 we've been working on for the past 14, 15 years.

PH-F019-1

PH-F020

PH-F020-1

10 Basically, concept is to build a rail line with Castle
11 Aviation Development Center, the short line to the new
12 UC campus in Merced and eventually to Yosemite National
13 Park.

14 It's imperative, in my view, that the best
15 infrastructure for a high-speed rail would be Merced
16 Castle Aviation Development Center, not only for the
17 space. It's already available. It would interlink with
18 our particular project in the future, and I think that,
19 more importantly, of all the sites in California to
20 start a hub, this particular place has the land to land
21 any size airplane in the world at this base. And for
22 the future rail transportation infrastructure, this
23 would be an ideal location, Merced Castle Air Base.
24 Thank you.

25 CHAIRPERSON JOSEPH PETRILLO: Thank you.

0052

1 Loren Harding, followed by Alan Miller.

2 MR. LOREN HARDING: My name is Loren Harding.
3 I'm a resident of Fresno. I moved here from Santa Clara
4 in 2000, and I was shocked to learn of the 15 percent or
5 so unemployment in this area having coming from the Bay
6 Area.

7 My comments -- these first comments, and I'll
8 be very brief -- are really more directed at the
9 citizens of Fresno. Mr. Diridon told me outside that
10 you folks can't proselytize regarding economic benefits
11 for Fresno high-speed rail, so to me, it's apparent that
12 if it were built, people could live here, work in the
13 Bay Area or Los Angeles or they could live in the Bay
14 Area or Los Angeles and work here, along with all the
15 other advantages of high-speed rail. So I think it
16 would be a huge economic benefit to Fresno.

17 Right now, public safety alone, police and fire
18 are taking 75 percent of the general fund of Fresno, so
19 the City government is sort of frantic, where are we
20 going to get the money just for police and fire? It
21 will soon be 100 percent of our general fund. So I
22 think we're in desperate need of economic development,
23 and I think high-speed rail would help that.

24 Regarding the Altmont Pass route, Mr. Diridon
25 was telling me these points: It would require

0053

1 additional time to the Bay Area from Fresno north,
2 looping around through the Altmont Pass, and then down
3 into Union City. You would then have slower service
4 within the Bay Area, San Francisco, Redwood City, San
5 Jose to Union City. No service at all -- this is the
6 big one in my mind -- no service at all between Redwood
7 City and San Jose. The entire Silicon Valley would be
8 cut out by the Altmont Pass route and finally a bridge
9 across the bay.

10 The question in my mind is, is it contemplated
11 that high-speed rail would include light freight
12 service? In other words, cars that could carry light
13 freight in addition to passengers? Because I think if
14 it did, you would win more support from industry.

PH-F020-1
cont.

PH-F021-1

PH-F021-2

PH-F021-3

15 Silicon Valley could move computer chips down here on
16 high-speed rail. I think that would garner support from
17 Silicon Valley.

18 And finally, what can the public do to support
19 high-speed rail? To whom should we be sending e-mails?
20 Anybody in here know?

21 MR. ROD DIRIDON: The answer is, yes, in regard
22 to the freight. High value, low bulk freight like
23 parcel post and US mail and those kinds of things would
24 be carried, it could be carried. And the place to send
25 your cards and letters is to the High-Speed Rail

0054

1 Authority office in Sacramento, and that's in the
2 printed material that noticed the meeting today. And
3 it's also on the tables out front. Thank you.

4 And also, of course, to the legislature, to the
5 transportation.

6 CHAIRPERSON JOSEPH PETRILLO: Mr. Alan Miller.

7 MR. ALAN MILLER: Hi. My name is Alan Miller.
8 I'm the executive director of the Train Rider's
9 Association of California for a statewide
10 citizen's log.

11 There has been a lot of talk about just how
12 much noise does a high speed train make at full speed,
13 and I think it's important that we actually find that
14 out. However, I do at least have something anecdotal
15 here. That is an actual Eurostar train going 172 miles
16 an hour. How would those of you who live in the Valley
17 like to hear that 136 times a day going through your
18 downtown? I'm talking to cities like Selma, Corcoran,
19 Shafter, Visalia, Kingsburg, Wasco, Hanford. I could
20 make a dozen others.

21 The High-Speed Rail Authority initially said
22 the west of 99 alternative was the best back in 1999,
23 and that it was two billion dollars cheaper. In fact
24 the words, "significantly cheaper," was underlined in
25 one of the reports. After the so-called scoping

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1 hearings, they said that environmentalists and Valley
2 interests indicated that they preferred using the
3 existing right-of-way. Those of you who were at the
4 scoping meetings, did you understand the actual
5 implications, such as the enabling legislation for the
6 high-speed train say there can only be 18 stations in
7 the entire state of California? So only the largest San
8 Joaquin Valley cities can possibly be served.

9 The 2000 business plan calls for 136 through
10 trains through the Central Valley. That is one train
11 every eight minutes for 20 hours a day. The enabling
12 legislation also calls for two hour and 47 minute SF/LA
13 times for the express trains which require 220 mile an
14 hour speeds in the San Joaquin Valley. Existing
15 right-of-way means that your town is now the express
16 track with no service. Even Fresno is only served by 58
17 trains leaving 76 trains blasting through. If the
18 states can't only afford to spend the 770 million to
19 build the express track outside.

PH-F021-3
cont.

PH-F022-1

20 Now, the old way of looking at this is, very
21 simply, this is the express track. It's straight. You
22 come off. You serve the San Joaquin line and the large
23 cities and come back on to the line. Now, they have
24 turned everything upside down. The express tracks are
25 now the bumps. The straight line is the slow track

0056

1 through the cities. That's the current plan.

2 Does it make sense to have the express track be
3 longer where it takes longer? The shortest distance
4 between any two points is a straight line. Those of you
5 in these towns have only one chance. Reads the plan
6 the track passed out. Educate yourselves and your
7 fellow city representatives. Unite and demand the
8 west-of-99 plan be read. They will say, We cannot
9 revisit this. They will say, It will delay the project
10 which will cost more money. They will say, It was
11 rejected by the Valley itself. They will say that the
12 routes have not been decided between the two existing
13 rights-of-way. That is what they do.

14 If you're in Atwater, they will come and tell
15 you that, We have a route that goes through the
16 mountains that goes through your town and then we can
17 serve your maintenance facility. But, if you're talking
18 to environmentalists in the Bay Area, they will tell you
19 that -- in fact, Mr. Diridon will tell you that he is a
20 long-time member of the Sierra Club and would really not
21 like to see that route used and will do everything
22 possible to make sure that it isn't.

23 No. Do not stop this project. High-speed rail
24 is great for California. Do not make that mistake.
25 Just stop the destruction of your towns because of a bad

0057

1 plan. Otherwise, what you will hear is this 137 times a
2 day.

3 CHAIRPERSON JOSEPH PETRILLO: Sounds a little
4 bit like water on a seashore. Thank you very much.
5 That's all.

6 MR. ROD DIRIDON: Mr. Chairman, may I comment?

7 For those of you who are in the audience, and
8 maybe this is your first time to see this carnival,
9 please look at the qualifications in terms of high-speed
10 rail, international engineering qualifications of the
11 folks who are proposing that sequence of activities or
12 ideas or concepts, and then look at the qualifications

13 of the engineering organizations that are recommending
14 the material that is coming from the High-Speed Rail
15 Board after spending over 30 million dollars in studies,
16 and then decide which you like the best.

17 CHAIRPERSON JOSEPH PETRILLO: These are all the
18 signed up speakers that we have today, but we are
19 scheduled to be here until later. There will be someone
20 from the staff here until 7:00 -- 8:00 to receive any
21 additional comments that you may have.

22 Thank you all very much for coming.

23 (5:33 p.m.)

PH-F022-1
cont.

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25
0058

1 STATE OF CALIFORNIA)
) ss.
2 COUNTY OF FRESNO)
3
4

5 I, Erika Banuelos, a Certified Shorthand
6 Reporter for the State of California, hereby certify
7 that I was present and reported in stenotypy all the
8 proceedings in the foregoing-entitled matter; and I
9 further certify that the foregoing is a full, true, and
10 correct statement of such proceedings and a full, true,
11 and correct transcript of my stenotyped notes thereof.
12 Dated at Fresno, California, on Thursday, May
13 20th, 2004.
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16

17 Erika Banuelos, CSR No. 11621
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23
24
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Response to Public Hearing Comments, Fresno, April 28, 2004 (Comment PH-F001-022)

PH-F001-1

Acknowledged.

PH-F001-2

Please see standard response 6.23.1.

PH-F001-3

Acknowledged. The Authority has identified the Downtown Fresno Station option as the preferred HST station site to serve the Fresno area.

PH-F001-4

Acknowledged.

PH-F002-1

Acknowledged.

PH-F002-2

Acknowledged. The Authority has identified the Castle Aviation and Development Center and Downtown Merced as potential HST station locations to serve the Merced area. All station locations identified in the program EIR/EIS are "potential" stations. Please see standard response 2.1.12.

PH-F003-1

Acknowledged. Please also see standard response 6.21.1 and 6.15.4.

PH-F004-1

Acknowledged.

PH-F005-1

Acknowledged. Please see standard response 6.21.1.

PH-F006-1

Acknowledged. The Authority has identified the Truxton option as the preferred HST station to serve the Bakersfield area.

PH-F006-2

Acknowledged. The Authority has identified the BNSF alignment as the preferred alignment between Fresno and Bakersfield, the Antelope Valley as the preferred alignment between Bakersfield and Sylmar, and the Truxton station option (downtown Bakersfield) as the preferred HST station to serve the Bakersfield area. Please see standard response 6.15.4 for more information regarding the recommendation between Fresno and Bakersfield.

PH-F007-1

Acknowledged. The Authority has identified the Downtown Fresno Station option as the preferred HST station to serve the Fresno area.

PH-F008-1

Acknowledged.

PH-F008-2

Acknowledged. Please see standard response 6.3.1.

PH-F008-3

Please see standard response 2.35.1.

PH-F009-1

Please see standard response 2.35.1.

PH-F010-1

Acknowledged.

PH-F010-2

Acknowledged. The Authority has identified the Downtown Fresno Station option as the preferred HST station to serve the Fresno area.

PH-F010-3

Acknowledged.

PH-F011-1

Acknowledged.

PH-F011-2

Please see standard response 2.35.1.

PH-F012-1

Acknowledged.

PH-F012-2

Acknowledged. Please see standard response 6.3.1.

PH-F012-3

Please see standard response 2.35.1 and standard response 2.18.1.

PH-F013-1 (see also PH-F031A–D)

“Continuous tunnel lengths of more than 12 mi were considered impracticable, and the crossing of major fault zones at grade was also identified as a necessary criterion.” (Draft Program EIR/EIS, page 2-43) Tunnels through the Tehachapi Mountains at freight gradients (1.2%) would require continuous tunnel lengths considerably longer than 12 mi and would require deep tunnel through the Garlock fault zone. (See Draft Program EIR/EIS, pages 2-9 and 2-10.)

Tunnels longer than 12 mi have been and are being constructed in other countries, such as the Gottard Tunnel in Switzerland. However, the tunneling criterion for the HST system were developed for California’s unique geology and seismic conditions, and were

informed by a number of experts with extensive “worldwide” tunneling experience.

Additionally, there are other issues that would limit the feasibility of implementing both corridors, such as the extremely high cost and environmental impact of building both mountain crossings, and the adverse impact on passenger travel times and schedule reliability stemming from the time required for loading and unloading of trucks and slower operating speeds associated with the heavier freight loads. It is beyond the scope of the proposed HST and the scope of this Program EIR/EIS to study providing freight rail or truck service through the Tehachapis in addition to the proposed HST system.

PH-F014-1

Please see response to Comment PH-F030-1.

PH-F015-1

Acknowledged. The co-lead agencies look forward to continuing to coordinate closely with Native American tribes and will be respectful of Native American territories and other areas with sensitive resources. Please see standard responses 3.12.1 and 10.1.14.

PH-F015-2

Please refer to Response 6.3.1. Please also see standard response 3.12.1 and standard response 3.12.2.

PH-F015-3

The Authority and FRA will continue to work with the Amah Mutsun Tribal Band in all subsequent phases of planning and construction of the HST system.

PH-F015-4

Acknowledged. The determination of station names is beyond the scope of this program-level environmental process. Project-level environmental studies will be required to determine precise alignments and station locations.

Please see standard response 6.10.1.

PH-F016-1

Acknowledged.

PH-F016-2

Acknowledged.

PH-F017-1

Please see standard response 2.18.1.

PH-F017-2

Please refer to Response 6.3.1. The relatively large diameters proposed for the HST tunnels (Figure 2.6-5) provide sufficient cross sectional area and distance between train and tunnel wall to adequately minimize the aerodynamic impacts of high speed operation in tunnels, such as increased energy usage and heat generation due to air-surface friction.

PH-F017-3

Please refer to standard response 6.3.1.

PH-F017-4

Please see standard response 2.18.1.

PH-F018-1

The comment restates key points from the growth inducement analysis, including noting that the HST Alternative would improve business' access to labor and markets, and would produce certain user benefits, such as improved travel time, cost and modal options. The co-lead agencies, however, respectfully disagree with the commenter's conclusion that the HST Alternative will "encourage people to move into the Central Valley and commute greater distances." The comment cites anecdotal evidence that "large amounts of permanent residential development" occurred in the San

Bernardino Valley and Thousand Oaks due to improvements in the I-5 and US-101 corridor, which is not germane for analyzing the potential growth inducement effects of the HST Alternative. Highway improvements, such as those pointed out by the commenter, disperse accessibility benefits over a very wide geographic area – essentially for several miles around any interchange. The HST Alternative, on the other hand, will provide very localized accessibility benefits to a limited number of station sites around the state. For example, between Sacramento and the Grapevine, there are over 50 interchanges just on Interstate 5; there are only six preferred HST stations in all of the Central Valley. Therefore, the co-lead agencies believe that it would be inappropriate to draw conclusions about the type of growth and development that might ensue with the HST Alternative based upon the widely dispersed development patterns that are sometimes associated with freeway expansion projects. The co-lead agencies agree with the commenter's suggestion that major transportation investments can facilitate new growth. However, the commenter fails to note that the No Project and Modal Alternatives also include major transportation investments that will increase accessibility between the Central Valley and Bay Area. The HST Alternative would not lead to a significant increase in commute accessibility between Central Valley homes and Bay Area or Southern California jobs compared to the other system alternatives.

PH-F018-2

Please see standard response 3.15.3. See also standard responses 3.15.1 and 3.15.2.

PH-F019-1

Acknowledged. Please see standard response 6.15.4.

PH-F020-1

Acknowledged. The Authority has identified the Castle Aviation and Development Center as a potential HST station location to serve the Merced area. Please see standard response 6.19.1.

PH-F021-1

Acknowledged.

PH-F021-2

Please see standard response 2.18.1.

PH-F021-3

Please see standard response 2.7.3.

PH-F022-1

Please see standard response 2.25.1.

The enabling legislation of the Authority does not identify nor suggest the number of stations for the HST system or specify travel times. The enabling legislation of the Authority does define *high-speed rail* as "intercity passenger rail service that utilizes an alignment and technology that makes it capable of sustained speeds of 200 mph (320 kph) or greater." (Public Utilities Code section 185012(c).)

Comment Letter PH-F023

DENNIS A. CARDOZA
18TH DISTRICT, CALIFORNIA
COMMITTEE ON AGRICULTURE
COMMITTEE ON RESOURCES

Congress of the United States
House of Representatives
Washington, DC 20515-0518

WRITTEN TESTIMONY
CALIFORNIA HIGH SPEED RAIL AUTHORITY
DRAFT PROGRAM EIR/EIS PUBLIC HEARING

CONGRESSMAN DENNIS CARDOZA
18TH CONGRESSIONAL DISTRICT, CALIFORNIA

APRIL 28, 2004
FRESNO, CALIFORNIA

I appreciate the opportunity to provide comment to the California High Speed Rail Authority regarding the Draft Program EIR/EIS. I concur with the Authority's conclusion that our existing transportation system does not meet California's current transportation needs, much less the demands of a growing population. With growth in the state projected to increase 31% by the year 2020, and 54% by the year 2035, it is crucial that we act now to meet this state's transportation infrastructure needs. High Speed Rail offers a common-sense solution to our state's transportation, congestion, and air quality problems and also provides a vision for our state's infrastructure and economic future.

In particular, High Speed Rail offers great benefits to California's Central Valley. The Central Valley has experienced the highest growth rate in the state in recent years. This trend is expected to continue well into the future. Although growth in the Valley has brought economic opportunity, it has also brought with it congestion, poor air quality, impaired travel reliability and longer travel times. Additionally, the I-5 and Highway 99 corridors provide the major surface transportation link between the northern and southern parts of the state. As an apex of this state's transportation activity, it is especially important for the High Speed Rail Authority to consider the unique problems and needs of the Central Valley when evaluating the Draft Program EIR/EIS.

The Central Valley ranks among the worst air quality regions in the nation. The San Joaquin Valley Air Pollution Control District, with jurisdiction over eight San Joaquin Valley counties, stretching from San Joaquin to Kern counties, has recently applied for a "bump up" of its air quality nonattainment status, from severe nonattainment to extreme nonattainment. The extreme nonattainment designation is shared only with the Los Angeles air basin. A High Speed Rail system, with links up and down the Valley will help to alleviate our air quality and congestion problems. I appreciate the Authority's analysis of air quality benefits and impacts, which estimate a significant decrease in criteria pollutants with High Speed Rail, and wish to

PH-F023

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underscore the importance of the Authority's consideration of air quality benefits as it evaluates the Draft EIR/EIS, particularly in severe or extreme nonattainment regions.

The Draft EIR/EIS concludes that development, construction, operation and maintenance of the High Speed Rail will result in the creation of as many as 450,000 jobs in this state. As a member of Congress representing some of the highest unemployment areas in the nation, such as Merced County, I believe the potential this project brings for economic development in the Valley is especially important. All too often, the Central Valley lags behind economic development and job growth experienced in other areas of the state. I strongly urge the Authority to adopt a Northern Mountain Crossing through Merced County to align with San Jose, with route connections up and down the Valley. This option will best connect the Valley with the other major urban areas of the state and also will bring better economic development opportunities to the Valley. Additionally, I strongly urge the Authority to incorporate the selection of a Main Repair and Maintenance Facility in Merced County at the Castle Airport, Aviation and Development Center, also known as the former Castle Air Force Base.

The Draft Program EIR/EIS outlines the High Speed Rail system's needs for a Main Repair and Maintenance Facility. The Castle Airport, Aviation and Development Center is an ideal location for a repair and maintenance facility. It meets the outlined criteria, and carries with it the added benefits of public ownership, available land and opportunities to connect with other rail and air services.

I commend the Authority Board members and staff for their diligent work on the Draft Program EIR/EIS. I recognize that there is much work to be done on the document, and that our state's financial crisis may delay consideration of the bond by the voters. This should not let us lose sight of the vision and of our goal, and will hopefully provide the Authority with the opportunity to further improve the proposal. I appreciate the opportunity to provide my comments and look forward to working with the Authority on this project.

PH-F023-1
cont.

PH-F023-2

PH-F023-3

PH-F023-4

PH-F023-1

Response to Comments of Dennis A. Cardoza, U.S. Congressman, 18th District, April 28, 2004 (Letter PH-F023)

PH-F023-1

Acknowledged.

PH-F023-2

Acknowledged. Please see standard response 6.3.1.

PH-F023-3

Acknowledged. Please see standard response 2.35.1.

PH-F023-4

Acknowledged.

Comment Letter PH-F024

PH-F024

STANDING COMMITTEES
 AGRICULTURE & WATER RESOURCES
 BANKING, COMMERCE
 & INTERNATIONAL TRADE
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California State Senate

SENATOR
 JEFF DENHAM
 TWELFTH SENATE DISTRICT



SELECT COMMITTEES
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 CALIFORNIA-MEXICO COOPERATION
 CENTRAL VALLEY
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 JOINT COMMITTEES
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 & CLASSIFICATION
 CALIFORNIA'S WINE INDUSTRY
 RULES COMMITTEE APPOINTMENTS
 CALIFORNIA EMERGENCY COUNCIL
 NATIONAL CONFERENCE OF
 STATE LEGISLATURES
 COUNCIL OF STATE GOVERNMENTS - WEST

April 5, 2004

Mr. Joseph B. Petrillo, Chairperson
 High Speed Rail Authority
 925 L Street
 Sacramento, CA 95814

Dear Mr. Petrillo:

As you are well aware, transportation is a major issue in the Central Valley and throughout all of California. Traffic and congestion plague our roads and highways making it clear that the importance of high-speed rail cannot be ignored.

As the High Speed Rail Authority progresses in bringing a high-speed rail system to California, I would like to offer my strong support for the location of a maintenance hub at the former Castle Airforce Base in Atwater. The Castle Airport Aviation and Development Center is an excellent site for the maintenance facility. This site is centrally located to the rail system, has the necessary acreage of land available and the airport is available for transportation of necessary products for construction and maintenance of the system.

Additionally, Merced County consistently ranks in double-digit unemployment. The location of the maintenance facility at Castle Airport Aviation and Development Center is estimated to create 2,000 full-time jobs for the community in a variety of skill sets. Our community has the labor force available to fill these jobs and putting these people to work allows for an economic influx into the area.

I would like to reiterate my support for the location of the High Speed Rail Maintenance Facility at Castle Airport Aviation and Development Center. This site is a great match for the needs of a maintenance facility as well as a match for the community.

Sincerely,

JEFF DENHAM
 Senator, 12th District

cc: Dr. Lee Boese, Jr., Chairman, Merced High Speed Rail Committee

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department
 of Transportation
**Federal Railroad
 Administration**

**Response to Comments of Senator Jeff Denham, California State Senate, 12th District, April 5, 2004
(Letter PH-F024)**

PH-F024-1

Read under PH-F009. Please see PH-F009 for response.

Comment Letter PH-F025

CALVIN M. DOOLEY
20TH DISTRICT, CALIFORNIA

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Congress of the United States
House of Representatives


April 28, 2004

PH-F025

AGRICULTURE COMMITTEE
DEPARTMENT OPERATIONS,
OVERSIGHT, NUTRITION
AND FORESTRY
RANGING MEMBER
LIVESTOCK AND HORTICULTURE
RESOURCES COMMITTEE
WATER AND POWER

implementation will connect the Central Valley to the rest of the state without harming its most valuable resources.

Sincerely,


CAL DOOLEY
Member of Congress

CD:gc

California High-Speed Rail Authority
925 L Street Suite 1425
Sacramento, California 95814

Dear Colleagues:

I would like to commend the California High-Speed Rail Authority and the Federal Railroad Administration for their work in conducting the Draft Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) study. This study confirmed that high-speed trains are the most attractive option for meeting future inter-city travel demand in our state. The results demonstrate that high-speed rail promises to minimize highway construction costs and reduce pollution, while integrating our diverse communities in unprecedented ways.

PH-F025-1

As we collectively embark on this first segment of the implementation phase, we must remain mindful of the Rail Authority's core objectives: which include maximizing connectivity and accessibility and minimizing the impact of the high-speed rail to existing economic and natural resources. The proposed alignment option connecting the City of Bakersfield to the Los Angeles basin through State Route 58 and the Antelope Valley would best achieve these goals. To ensure that the maximum number of people have access to the rail system, the alignment should include the Antelope Valley communities of Palmdale and Lancaster. These cities have seen population growth of 69 and 22 percent, respectively, in the last decade and will continue to experience significant population growth independent of the high-speed rail. Access to this region is both logical and necessary. In addition, the State Route 58 alignment will minimize the conversion in the South San Joaquin Valley of some of the most productive farmland in the world to residential uses.

PH-F025-2

The Interstate 5 alignment would leave out the growing population in the Antelope Valley and will also result in the permanent loss of valuable farmland in Kern County.

Consistent with the Rail Authority's goal to establish the San Joaquin Valley as the heart of the state's high-speed rail system, I also support an alignment option that accesses key population and employment areas in the Fresno region. Bypassing the urban centers in the City of Fresno would be a serious disservice to the critically underserved residents of our valley.

PH-F025-3

I look forward to working with the High-Speed Rail Authority and the Federal Railroad Administration in support of this landmark project and I remain optimistic that its future

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Response to Comments of Calvin M. Dooley, U.S. Congressman, 20th District, April 28, 2004 (Letter PH-F025)

PH-F025-1 through 3

Read under PH-F001. Please see PH-F001 for responses.

Comment Letter PH-F026**PH-F026****CALIFORNIA HIGH-SPEED TRAIN SYSTEM POSITION
CITY HALL
April 28, 2004**

The Greater Fresno Area Chamber of Commerce reaffirms its support of the High-Speed Rail Train System for intercity travel in California as the preferred alternative to meet California's travel demands.

PH-F026-1

Based on the analysis done by the California High-Speed Rail Authority, we believe the system could carry up to 68 million passengers by the year 2020 and link the metropolitan centers of San Francisco, Sacramento, Fresno, Los Angeles and San Diego.

The system offers significant environment benefits. The system will create new jobs in construction, within the passenger and maintenance stations, and in the local economies served.

With our central location within the proposed system, Fresno offers an outstanding location for the Authority's proposed Central Valley maintenance yard. A decision to select Fresno as the city for the Central Valley maintenance yard will ~~provide~~ ^{prove to be} valuable to Fresno and the Authority.

PH-F026-2



2331 Fresno Street • Fresno, CA 93721 • (559) 495-4800 • Fax (559) 495-4811 • www.fresnochamber.com

**Response to Comments of Greater Fresno Area Chamber of Commerce, April 28, 2004
(Letter PH-F026)**

PH-F026-1 and 2

Read under PH-F011. Please see PH-F011 for responses.

Comment Letter PH-F027

PH-F027

My name is ...

On behalf of Mayor Harvey Hall,
I'd like to read the following into
the record.

March 30, 2004

Ron Brummett, Executive Director
Kern Council of Governments
1401 19th Street
Bakersfield CA 93301

~~Dear Mr. Brummett:~~

The City has reviewed the draft Environmental Impact Report for the High Speed rail. With respect to station locations and routes for Bakersfield the City has the following comments:

1. The City Council and the Board of Supervisors has unanimously approved a preferred station location in downtown Bakersfield adjacent to the current Amtrak station. This preferred alternative was also adopted by the Kern Council of Governments. As such, a final Environmental Document should include this downtown location as the actual station location site for Bakersfield.
2. With respect to track alignment, any of the various track alignments as outlined in the Draft EIR is acceptable to the COB as long as it supports ~~a~~ downtown station location.
the preferred

PH-F027-1

PH-F027-2

Please note that an extensive study was commissioned by the Kern Council of Governments to determine the preferred location for the station. This extensive study identified the downtown site as the most desirous location and was unanimously approved by the City and the County. This study also included an extensive amount of public input and therefore should weigh heavily on the decision to locate the station downtown.

PH-F027-3

Please feel free to give me a call at 326-3596 if you have any questions.

Very truly yours,

RAUL M. ROJAS
Public Works Director

Currently working on 2 Ferry alignments
Would be happy to work w/ staff
to provide possible r/w within the
facilities and save money

PH-F027-4

Response to Comments, Raul M. Rojas, March 30, 2004 (Letter PH-F027)

PH-F027-1,2,3,&4

Read as comment PH-F006. Please see responses to PH-F006.

Comment Letter PH-F028

PH-F028

Talking Points for High Speed Rail
Public Hearing
Fresno City Council
April 28, 2004

Thank you for the opportunity to comment on the EIR/EIS and on the environmental benefits of the future High Speed Rail Project.

I. The City of Visalia supports the High Speed Rail Project

- this will be the most significant economic and environmentally significant project to take place in the next 20 years
- the project has the support of the Visalia community - CHS 612
- the project has the support of City staff assist through the process.

PH-F028-1

II. Demographic Reason to Support Visalia Location

- 2020 population over 200,000 in Visalia urbanized area
- Visalia is the central hub to Kings and Tulare Counties – 2020 population estimate at 750,000
- Visalia services many outlying communities of Hanford, Lemoore, Farmersville, Lindsay, Exeter, Woodlake, Porterville, Selma Kingsburg, Reedley and Dinuba.
- Two major highways (198 & 99) intersect at the proposed Visalia station site.
- The City of Visalia presently provides regional transit opportunities
- The City of Visalia has begun discussions with the National Parks Service to partner on a shuttle service from Visalia to the National Parks.
- The City of Visalia is a partner in the cross Valley Rail System – a rail system providing future East/West passenger service for citizens in the Kings and Tulare County regions.

PH-F028-2

III. Environmental Reasons to Support Highway 99/ Union Pacific Alignment Alternative

- The project will benefit air quality
- The alignment would have minimal impacts on property and land uses
- There would be fewer environmental impacts overall on sensitive habitats and water resources
- The City of Visalia has readily available land for the proposed station.
- It would support reduced air pollutant emissions and improved air quality WHICH IS A ISSUE WE IN THIS AREA OUR BUSINESSES
- The proposed site is located near the existing Visalia Municipal Airport, which would potentially reduce the congestion on highways
- The City of Visalia provides the most centralized site to the population for increased ridership.

PH-F028-3

IV. Economic Reasons to Support Visalia Location

- Visalia station will maximize ridership/revenue potential
- The proposed site has a direct relation to Visalia's Regional Industrial Park, Downtown work force, City Transit Center, regional medical facilities
- The City controls ample property surrounding the site that would accommodate the station and maintenance facilities, & PARKING
- The Visalia region has a large, affordable housing and labor market
- Riders could take advantage of other ancillary services in Visalia, including hotels, our Convention Center, etc.

PH-F028-4

V. Closing

Thank you for allowing the time to speak to you today about the benefits this project would bring to the City of Visalia. As Mayor of the City, I can tell you that the City of Visalia is ready, willing and able to partner with the High Speed Rail Authority to facilitate the System's presence in the two County area.

City Staffing is presently reviewing the Draft EIR and will be preparing written comment on the EIR by the August 31st deadline.

Response to Comments of City of Visalia, Mayor's Office, April 28, 2004 (Letter PH-F028)

PH-F028-1

Acknowledged.

PH-F028-2

Please see standard response 6.21.1.

PH-F028-3

Please see standard response 6.13.1, standard response 6.14.1, and standard response 6.15.4.

PH-F028-4

Please see standard response 6.21.1.

Comment Letter PH-F029



PH-F029

April 28, 2004

California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: Draft Environmental Impact Report

Dear Authority Members:

I would like to take this opportunity to show my continued support for the California High Speed Rail System and the fact that the San Joaquin Valley will be an integral part of the system. Merced County is especially recognized as a key part of the entire system.

However, in reviewing the Draft EIR I noticed that the station alternatives mentioned for Merced County are described only as potential stations, as with other stations throughout the system. Although there are a number of alternatives for a station stop, it is important that I communicate the importance of the entire High Speed Rail System in having at least one station stop located in the County of Merced.

Your consideration in this matter would be greatly appreciated.

Sincerely,

Gloria Cortez Keene
District One Supervisor
County of Merced

Board of Supervisors

Gloria Cortez Keene
Supervisor, District One

Kathleen M. Dookham
Supervisor, District Two

Michael G. Nelson
Supervisor, District Three

Deldre F. Kelsey
Supervisor, District Four

Jerry O'Banion
Supervisor, District Five

Demitrios D. Tellum
County Executive Officer

Merced County
Administration Building
222 N. Street
Merced, CA 95340
(209) 385-7866
(209) 722-7977 Fax
www.co.merced.ca.us
1-800-394-1119
Equal Opportunity Employer

Striving for
Excellence

Response to Comments, Gloria Cortez Keene, County of Merced, April 28, 2004 (Letter PH-F029)

PH-F029-1 and 2

Read under PH-F002. Please see PH-F002 for responses.

Comment Letter PH-F030

PH-F030

FROM :

FAX NO. :

Apr. 28 2004 12:47PM P1

TRANSPORTATION INVOLVES EVERYONE (TIE)

Central Valley/Sierra Office
P.O. Box 3111
Merced, CA 95340
(209) 722-4558

STATEMENT OF TRANSPORTATION INVOLVES EVERYONE (TIE) BEFORE THE CALIFORNIA HIGH SPEED RAIL AUTHORITY PANEL HEARING PUBLIC TESTIMONY ON THE DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STUDY FOR A STATE HIGH-SPEED RAIL SYSTEM

APRIL 28, 2004

By way of introduction, Transportation Involves Everyone (TIE) is an avid proponent for transportation reform in the United States and is an advocate for the concept of high-speed rail in California.

Based on our experience in national transportation trends, we believe there is special importance for any high-speed rail system constructed in California to be a model for the United States. The experience established by California will be pervasive in determining if other states enthusiastically embrace high-speed rail or rancorously turn away from it.

TIE through its predecessor organization, the Yosemite Mobilization Committee (YMC) extensively participated with the California High-Speed Rail Commission (HSRC) in carrying out its legislative mandate. The legislative mandate was to determine high-speed rail (HSR) feasibility in California, determine compatibility with established transportation enterprises such as Amtrak California's San Joaquins, and produce a viable plan for high-speed rail to positively affect the future of California.

The HSRC completed its assigned task on time and within budget, in major part due to the leadership of the late rail businessman Ed Jordan, a transportation icon at the national level. Successful completion of the legislative mandate also was attributable to the brilliance of the commission whose members were required to have expertise in individual fields related to the emerging mode of high-speed rail.

While high-speed rail should be a passenger-friendly mode that enables greater public mobility, reduces air pollution, enhances business and reduces sprawl-it must above all be safe. If high-speed rail, God forbid, produces multi-casualty tragedies in California, not only will ridership in this state be devastated, but other states and nations will turn away en masse.

The HSRC governing body, staff and consultants throughout its final Dec. 13, 1996 report and prospectus for high-speed rail in California adhered to the principle that 200 mph travel dictates special safety requirements. One of the foremost requirements underscored in the HSRC final report is that fast, albeit very fast, trains be kept distant from heavy, albeit very heavy, freight trains.

Pg. 1 of 3

Pg. 2/STATEMENT OF TRANSPORTATION INVOLVES EVERYONE (TIE) BEFORE THE CALIFORNIA HIGH SPEED RAIL AUTHORITY ON APRIL 28, 2004

FROM :

FAX NO. :

Apr. 28 2004 12:46PM P2

The physics of typically 100-car freight trains and their usually bulky cargo is that when there is a derailment-as the Federal Railroad Administration is reporting occurred 2,067 times in the United States last year alone-box cars, tank cars, locomotives and gondolas turn sideways.

In 1942 in the United States, the average length of a freight rail car was 30 feet.

In 2004, freight rail cars are commonly 60 feet long and some even are 75 feet long.

Both Burlington Northern Railroad and Union Pacific Railroad report that the approximately 105-mile right-of-way between Bakersfield and Fresno averages 100 feet in width. Under HSRA plans, at least 30 feet would also be taken up by high-speed rail trackage and ballast.

Although it happens infrequently, cargo can fly off of passing freight trains as happened when two pipes rolled off a flatcar and pierced an Amtrak train, killing some of the passengers. Magnitude of such events increases exponentially when the speed of the passenger train is 200 mph, rather than 78 mph.

The freight railroad industry states that up to 10 per cent of the cargo carried aboard its trains in the United States is chemical in nature and a considerable amount of it is hazardous material. When a tank car derails and when there is combustion, the fiery mushroom cloud that extends out scores of feet often erupts in less than a second.

Realities of the risk are expressed in a simple hypothetical example. A freight train at 60 mph and a high-speed rail train at 200 mph are approaching each other from opposite directions starting from 1/4 mile apart. The time it will take from them to meet is 3.5 seconds. Given that it takes a second for an engineer to react and apply brakes, there is only 2.5 seconds left to deal with the emergency being caused by the freight train.

If the Union Pacific Railroad (UPRR) right-of-way were to be selected, for instance, between Bakersfield and Fresno there are 15 freight trains daily. Under the HSRA plans, at many times of the day between Bakersfield and Fresno every 12 minutes a 200 mph train would pass by.

Essentially, the public is being told by the HSRA in its draft plan to "trust us"-that crash barriers can be erected that would prevent calamity. All too often, government agencies have had to eat those words, but it's no comfort to the survivors of those who were killed. With lives of up to 300 people at stake on any given train, the public is owed more, much more.

At Monday's workshop sponsored by the Fresno Council of Governments, the HSRA conceded that only the most minimal discussions have been held with either Burlington Northern or Union Pacific about using either right-of-way. However, the plan makes it look as if there has been solid collaboration and research for such co-location. Indeed, the freight railroads may have concerns of their own regarding safety and liability.

Pg. 2 of 3

Pg. 3/STATEMENT OF TRANSPORTATION INVOLVES EVERYONE (TIE) BEFORE THE CALIFORNIA HIGH SPEED RAIL AUTHORITY ON APRIL 28, 2004

Comment Letter PH-F030 Continued

FROM :

FRX NO. :

Apr. 28 2004 12:49PM P3

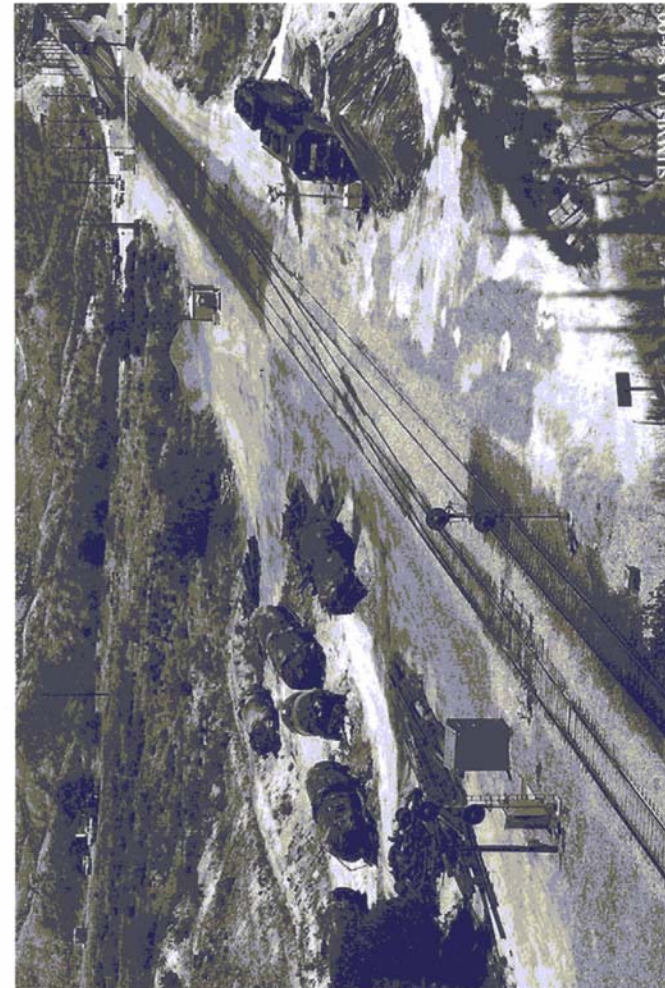
We believe that motivation for the HSRA exposing the traveling public to such great risk is caused by a wanton effort to skirt the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This dodge is based on the mistaken belief that by being on freight railroad property, environmental reporting criteria are lessened. Actually, this is not the case. So, the risk of passengers is without purpose.

TIE demands that the California High-Speed Rail Authority re-think co-locating 200 mph trains on freight railroad right-of-way.

#

Transportation Involves Everyone (TIE) is a non-profit public education and policy analysis organization active statewide and nationally on rail and other transportation issues.

Page 3 of 3



EIR-000075

Comment Letter PH-F030 Continued



EIR-000076



EIR-000077

Comment Letter PH-F030 Continued

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UPRR GOVT AFFRS-SAC

PAGE 02

WAYNE K. HORIUCHI
Special Representative

UNION PACIFIC RAILROAD COMPANY

515 L Street, Suite 1100
Sacramento, CA 95814
(916) 442-2000
Fax (916) 442-4073

April 28, 2004

Kenneth A. Gosting
Executive Director
Transportation Involves Everyone (TIE)
P.O. Box 311
Merced, CA, 95340

Dear Mr. Gosting,

This is in response to your letter dated April 27, 2004. Jerry Wilmoth, General Manager of Network Infrastructure, and I had a conversation with you and indicate that Union Pacific Railroad has no written agreement at this time with the California High Speed Rail Authority (HSRA).

I hope this answers your questions.

I am,

Sincerely,

WAYNE K. HORIUCHI
Special Representative

CC: Jerry Wilmoth, UPRR



CALIFORNIA HIGH SPEED RAIL AUTHORITY

U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Transportation Involves Everyone (TIE), April 28, 2004 (Letter PH-F030)

PH-F030-1

The safe operation of the HST system would be of the utmost importance. Some of the HST alignment options are adjacent to or within existing transportation corridors including existing freight railroad lines. The environmental studies show that constructing the HST tracks within existing transportation corridors will avoid or minimize many of the potential environmental impacts. However desirable, the inclusion of the HST tracks within an existing freight rail corridor is only feasible to the extent that (1) space is available within the corridor based on existing and planned uses, and (2) appropriate separation can be maintained between the HST and existing freight services (horizontal distance or adequate barrier) to maintain consistently safe operations. Subsequent project level environmental review and engineering analysis will include coordination with existing freight owner/operators, passenger rail owner/operators, California Public Utilities Commission, and the FRA to determine a safe solution to the challenges inherent in adjacent operation of HST and Freight rail traffic.

Please see Response 2.8.1 in regards to the safe operations of the HST system. Please see standard response 2.25.1 in regards to the elimination of new alignment options to the east and west of SR-99.

Comment Letter PH-F031A

PROPOSAL FOR DEVELOPMENT

of an

INTEGRATED HIGH SPEED TRANSPORTATION CORRIDOR

employing

NUCLEAR ENERGY FOR ELECTRIFIED PROPULSION

by the

HIGH SPEED RAIL AND MAGNETIC LEVITATION

along the

WEST COAST BETWEEN VANCOUVER AND ENSENADA

Presented to

Mr. Mehdi Morshad, Exec. Director
California High Speed Rail Authority
925 L Street, Suite No. 1425
Sacramento, California 95814

Prepared by

Hal B. H. Cooper, Jr.
Consulting Engineer
Cooper Consulting Company
11715 N.E. 145th Street
Kirkland, Washington 98034

For Presentation at the

Public Hearing at the

Fresno City Council Chambers
2600 Fresno Street
Fresno, California
April 28, 2004

PH-F031A

Attachment A to
Oral Presentation
by
Hal B. H. Cooper, Jr.
4/28/04
Public Hearing

PROJECT SUMMARY

It is proposed to develop and implement a new high speed transportation corridor along the West Coast states of Oregon, Washington and California with connections to British Columbia in Canada and to Baja California in Mexico over a 1,600 mile long route from Vancouver to Ensenada. This corridor will be for the purpose of hauling freight and passengers by means of high speed ground transportation via conventional railroad as well as by magnetic levitation. This corridor is intended to be the first in the Western Hemisphere to follow the model for integrated transportation, energy and industrial as well as agricultural development inherent in the Eurasian Land Bridge corridor concept for economic development now underway.

The proposed transportation corridor would be intended to be built along both conventional railroad lines as well as on the Interstate 5 freeway right-of-way in Oregon, Washington as well as California plus immediate connections to Canada and to Mexico. The technologies to be utilized would be conventional railroads for passenger service at maximum speeds of 125 to 150 miles per hour for short and intermediate distance trips between cities with freight transport at speeds of 70 to 90 miles per hour. Magnetic levitation would be employed for long distance trips at speeds of 30 to 500 miles per hour so as to be able to replace airline service in many of the trips along the West Coast for passengers as well as for high speed express freight cargoes.

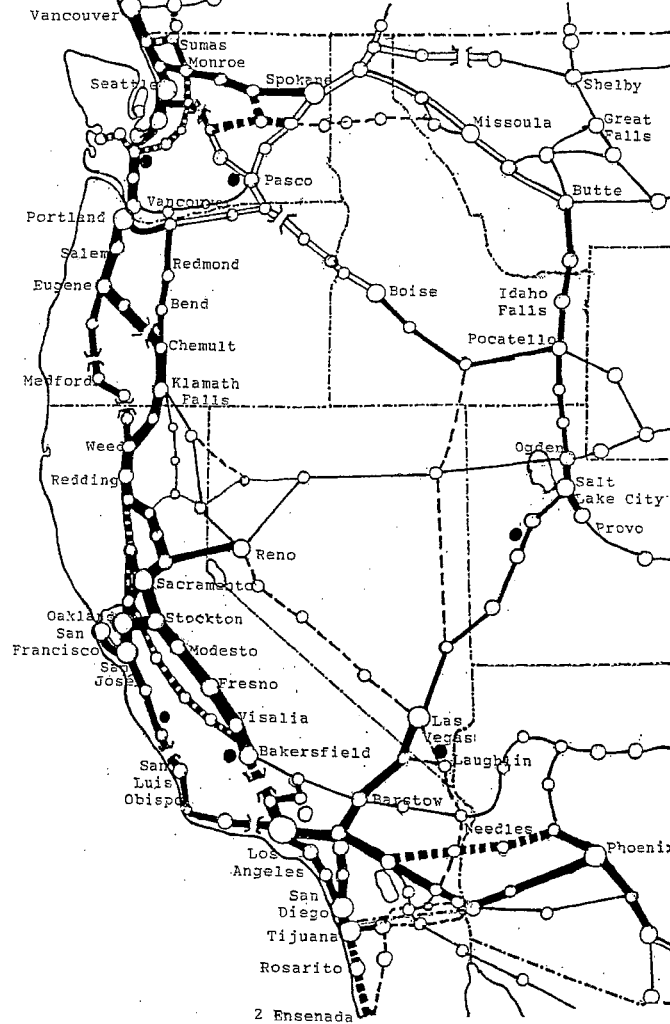
The entire railroad transportation corridor would be powered by electricity to be produced from the presently uncompleted and mothballed Washington Nuclear Reactor No. 1 (WNP-1) to be restart for construction. It is even possible that with increasing traffic loads that the additional uncompleted Washington Nuclear Reactor No. 4 (WNP-4) also at the Hanford Site near Richland, Washington could also be completed in order to provide electric power for the integrated high speed freight and passenger corridor along the West Coast. The primary immediate benefit would be to allow for existing truck traffic along the Interstate 5 freeway corridor to be diverted from road to rail so as to reduce roadway maintenance costs. Also, lower nitrogen oxides emissions from reduced truck traffic in Northern California counties would facilitate efforts to achieve compliance with ozone limits.

The use of the WNP nuclear reactors at the Hanford Site can make it possible to eliminate oil usage as well as air pollutant emissions with a domestically available energy resource. There will be modifications to be made in the transmission system connector line from Hanford to Portland to connect with the rail line corridor to feed the substations along the transportation corridor. The right-of-way for the transportation can also be an additional supplement to the main electric transmission intertie along the West Coast between The Dalles, Oregon and Sylmar, California. Major railroad infrastructure developments will be needed along the entire corridor with a 32 mile long rail tunnel through the Tehachapi Mountains the largest single component. It will also be necessary to build new railroad tunnels under Willamette Pass and in the Sacramento River Canyon and the Siskiyou Mountains along with major new railroad bridges across the Fraser, Snohomish and Columbia Rivers and at the Sacramento-San Joaquin Delta region. Rail connections will be needed into all airports.

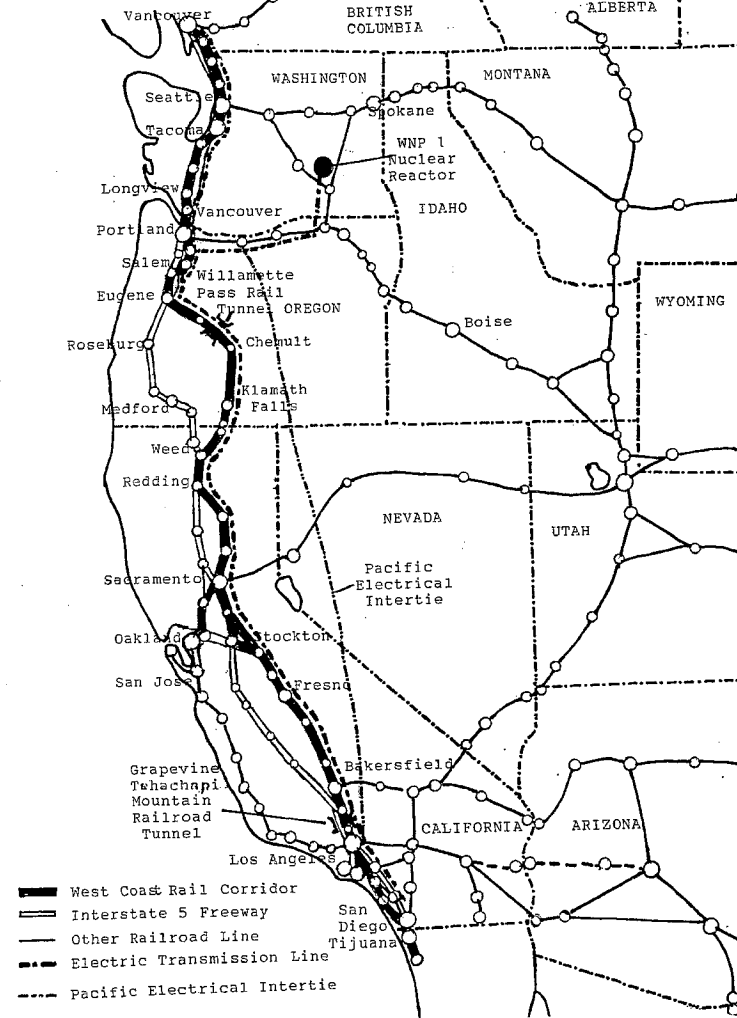
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Comment Letter PH-F031A Continued

PROPOSED ROUTE NETWORK FOR THE WEST COAST HIGH SPEED PASSENGER RAIL CORRIDOR

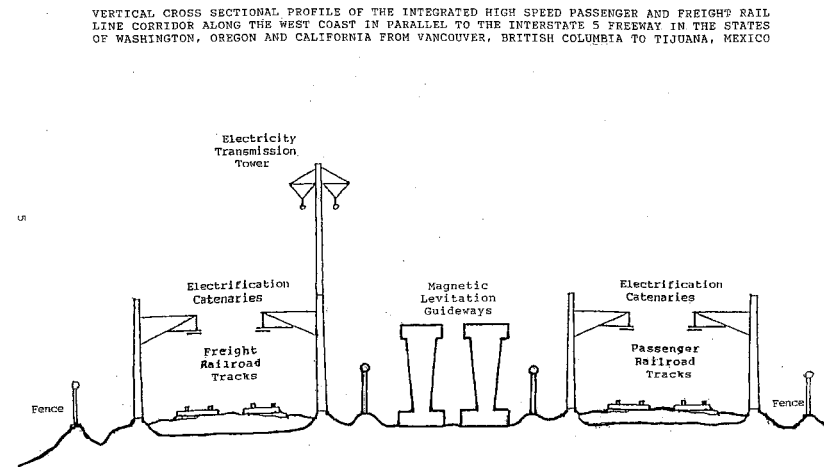
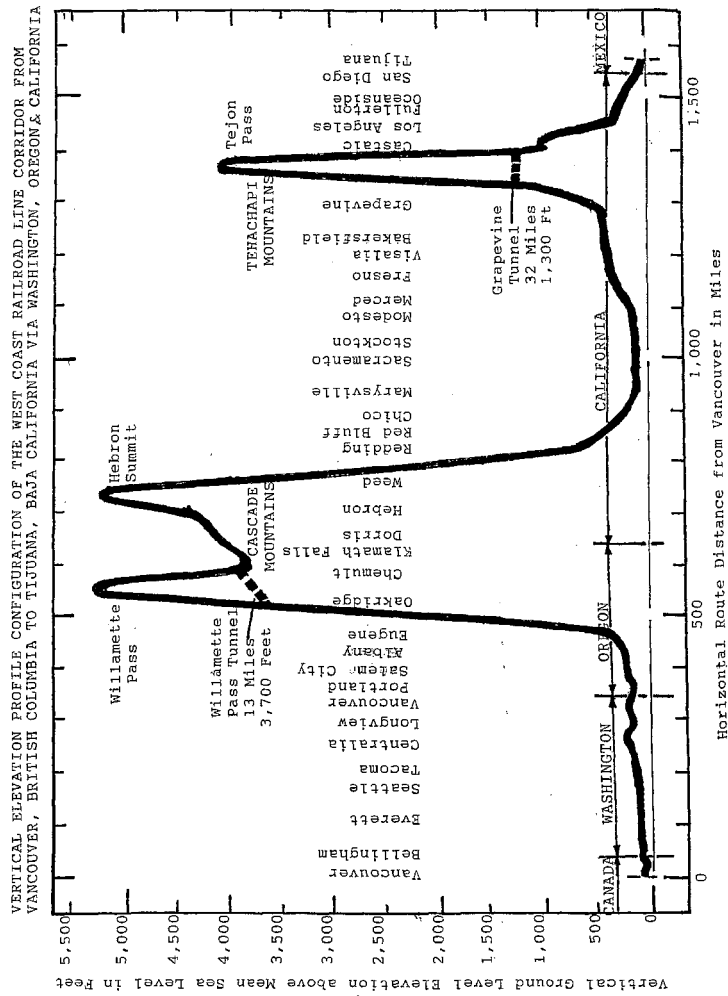


HORIZONTAL ROUTE LOCATION OF THE PROPOSED WEST COAST RAILROAD CORRIDOR



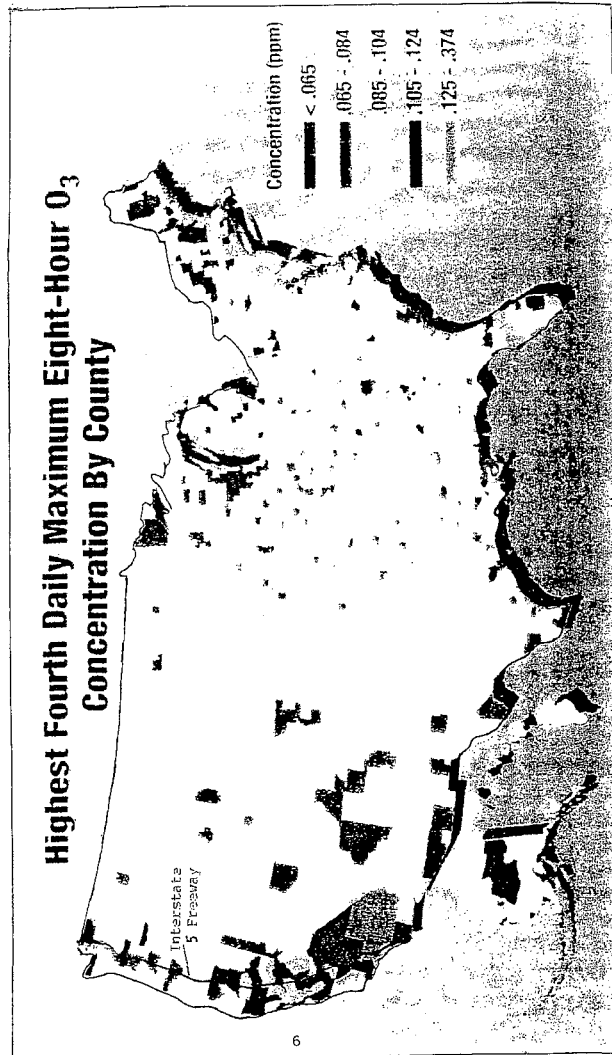
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Comment Letter PH-F031A Continued



Comment Letter PH-F031A Continued

OBSERVED VALUES FOR THE FOURTH HIGHEST AMBIENT AIR QUALITY READING FOR ATMOSPHERIC OZONE LEVELS ACROSS THE UNITED STATES AND ALONG THE INTERSTATE 5 FREEWAY IN THE PACIFIC COAST STATES



South and West Coast states have the highest ozone concentrations. In 1998, about 500 counties in the United States were in violation of the new federal ozone standard.

LOCATION OF COUNTIES IN THE UNITED STATES IN VIOLATION OF THE NEW FEDERAL OZONE STANDARD

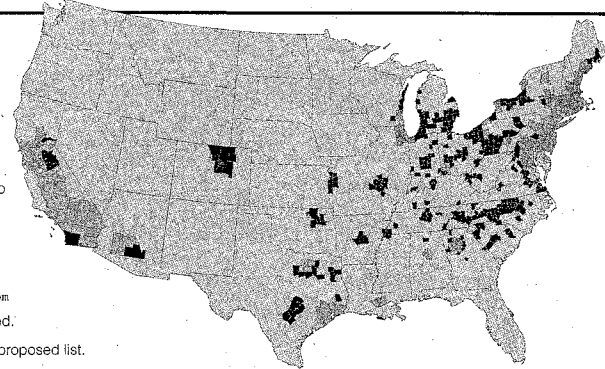
Polluted Air

When the Environmental Protection Agency announces tighter ozone exposure rules on Thursday, about 500 counties will be in violation of or contribute to violation of new federal clean air standards. Counties shown are on the E.P.A.'s proposed list from December.

Ozone Limit - 0.085 ppm

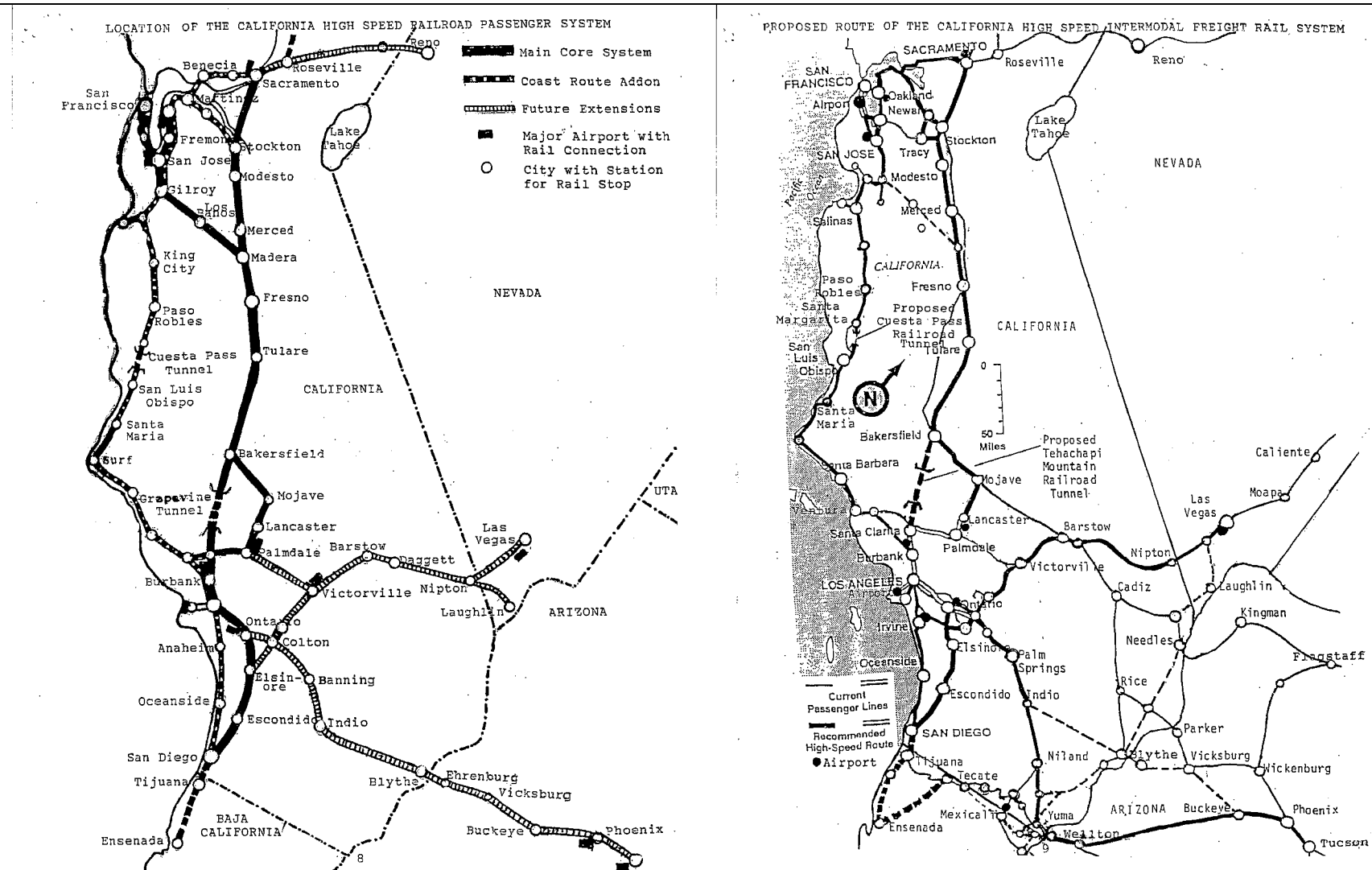
■ Counties previously listed.

■ Counties added on the proposed list.

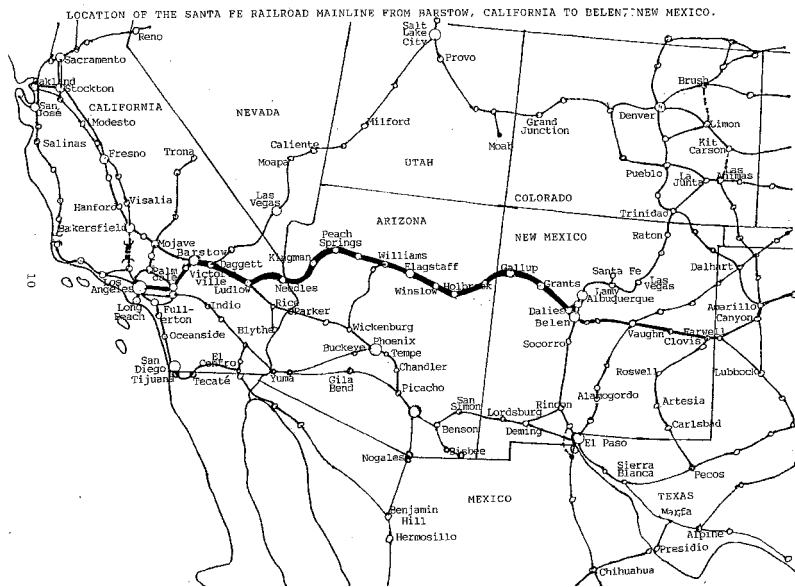


The New York Times

Comment Letter PH-F031A Continued



Comment Letter PH-F031A Continued



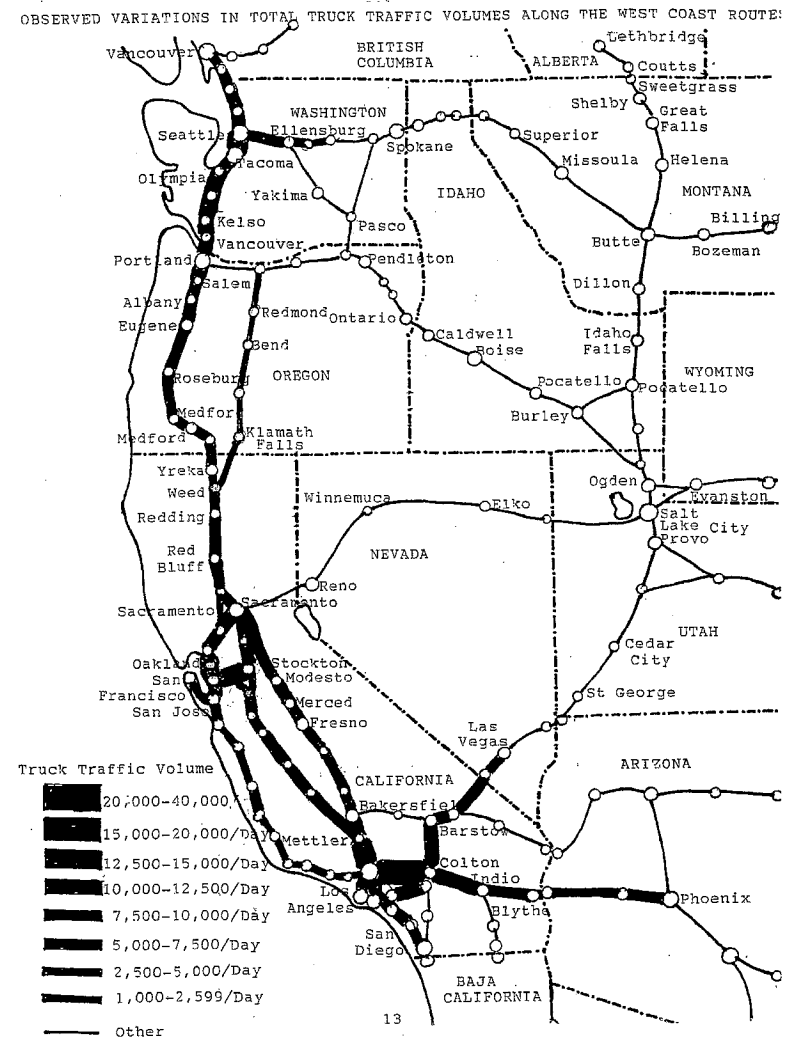
**SUMMARY FEATURES OF THE STEPWISE PHASED IMPLEMENTATION PLAN FOR
INCREMENTAL IMPROVEMENTS IN THE WESTERN & EASTERN WASHINGTON INTERCTY
CORRIDORS TO ALLEVIATE THE RUNWAY CAPACITY CONSTRAINTS AT SEA-TAC AIRPORT**

Time Frame	Western Washington Corridor Portland-Seattle-Vancouver	Eastern Washington Corridor Seattle-Spokane & Eastern Washington	Northern California Corridor Southern California Corridor
1996-2000	Buy 4 New Trains for Service Build Tukwila Station for Sea-Tac Airport Construct Prairie Line Bypass Line Start Bellevue-Tukwila Line Upgrade Bellevue-Tukwila Line Make Signal & Track Improvements Start Nonstop Train Service from Seattle to Portland via Tukwila Start Bellevue-Portland Service	Start up Stampede Pass Line for Freight Start Sea-Tac Passenger Service for Westcoast Start up Stampede Pass Line for Passengers Make signal & track improvements on Line Start Yakima River Canyon Line Start construction of Ellensburg-Lind Line Start double-tracking of Lind-Spokane Line Start Seattle-Ellensburg-Yakima Service Start Sea-Tac Airport Rail Connector Construction	Start second Coast Starlight Train via Klamath Falls Begin second Track Construction in Willamette Valley Upgrade Existing Trackage from Bend to Klamath Falls Begin Upgrading of Skiyun Line from Eugene to Ashland Add second track to Roseburg-Riding Main Line Upgrade Existing Coast Line from San Jose to Glendale
2000-2005	Buy 4 Additional Trains Upgrade Bellevue-Tukwila Line Construct Olympia Connector Line Make Signal & Track Improvements Start Upgrade Bellevue-Sochomish Line for Vancouver Service Start Third Main Track on Seattle to Portland Corridor Line Start Double Tracking of Seattle to Vancouver Corridor Line Start Bellevue Main Terminal Nonstop Seattle-Vancouver Service	Complete construction of Ellensburg-Lind Line Complete construction of Stevens Pass Improvement Start construction of Stampede Pass new Tunnel Upgrade signals for Auburn-Lind-Spokane Line Double-track Stampede Pass access lines Start construction of Renton-Murple Valley Bypass Line Complete construction of Lind-Pasco-Moses Lake Line Complete renovation of Stevens Pass Line Start Seattle-Yakima-Pasco Rail Line Service Complete Sea-Tac Airport Rail Connector Construction Begin improvements to Idaho and Montana Rail Line	Upgrade Willamette Pass Line Eugene to Chermilt Upgrade and Rebuild Sacramento Canyon Line Add second track to Klamath Falls-Weed Line Begin Construction of Skiyun Mountain Tunnel Begin Construction of Tehachapi Mountain Tunnel Add second track through San Joaquin Valley Line
2005-2010	Buy 4 Additional Trains Construct Lake Shosh Bypass Line Rebuild Eastside Rail Line Start Sea-Tac Airport Connector Complete Third Main Track from Seattle to Portland Corridor Complete Double Tracking of the Seattle to Vancouver Corridor Expand Track and Signal Upgrading Expand Nonstop Train Services Start Eastside Railroad Tunnel	Add second main track to Ellensburg & Lind Add second Main Track to Moses Lake-Lind-Pasco Line Start direct rail service from Sea-Tac Airport to Moses Lake Airport and Spokane Airport Complete construction of Stampede Pass Tunnel Start rail passenger service to Pullman Extend rail passenger service to Couer d'Alene, Sandpoint, Bonners Ferry and Whitefish Continue improvements to Idaho and Montana Rail Line Complete construction of Renton-Murple Valley Bypass Line	Complete Reconstruction of Skiyun Line Route Complete Construction of Sacramento Canyon Line Complete Construction of Skiyun Mountain Tunnel Complete Construction of Tehachapi Mountain Tunnel Complete Reconstruction of the Coast Line Route
2010-2020	Full High Speed Rail Operation 180 miles/hour for Passenger Service 90 miles/hour for Freight Service	Increase to Full High Speed Rail Operation 185 miles/hour for Passenger Service 90 miles/hour for Freight Service	Increase to Full High Speed Rail Operation 180 miles/hour for Passenger Service 90 miles/hour for Freight Service

Comment Letter PH-F031A Continued

EQUIVALENT ENERGY CONTENTS OF NUCLEAR MATERIALS STORED AT THE HANFORD AND PANTEX SITES

CATEGORY	ELEMENT	UNITS	HANFORD SITE	PANTEX PLANT	TOTAL AMOUNT
Material	Plutonium	lbs	43,800	240,000	283,800
	Uranium	lbs	12,364,700	1,600,000	13,964,700
	Tritium	lbs	1,500+	0	1,500+
	Total	lbs	12,410,000	1,840,000	14,250,000
Energy	Plutonium	Q Btu ¹	2	8	10
	Uranium	Q Btu ¹	428	55	483
	Tritium	Q Btu ¹	540	0	540
	Total	Q Btu ¹	970	63	1,033
Petroleum ² (Equivalent)	Plutonium	M Bbl ²	268	1,136	1,404
	Uranium	M Bbl ²	75,765	9,736	85,501
	Tritium	M Bbl ²	95,591	0	95,591
	Total	M Bbl ²	171,624	10,872	182,496



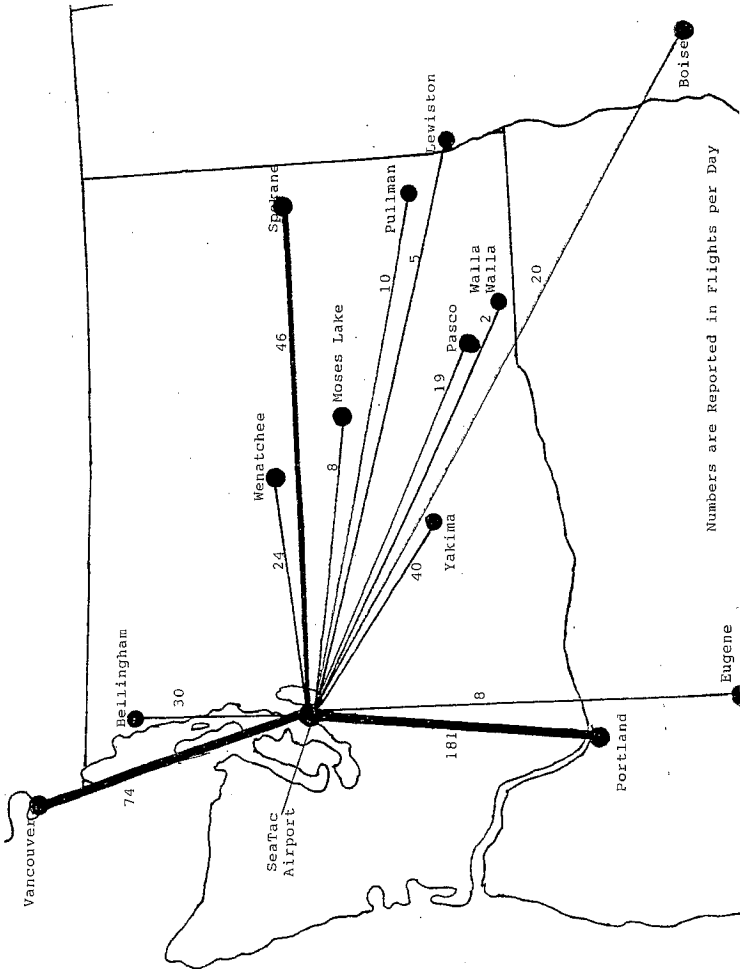
Comment Letter PH-F031A Continued

FLIGHT FREQUENCIES BY ORIGIN-DESTINATION FOR THE SEATTLE-TACOMA AIRPORT

Geographic Region	Intercity Corridor	Distance Miles	Operations Flights/Day	Percent of Total
Western Washington	Seattle-Portland	160	181	19.1
	Seattle-Vancouver	130	74	7.8
	Seattle-Bellingham	90	30	3.1
	SubTotal	-	285	30.0
Eastern Washington	Seattle-Spokane	280	46	4.8
	Seattle-Yakima	140	40	4.2
	Seattle-Wenatchee	150	24	2.5
	Seattle-Tri Cities	200	19	2.0
	Seattle-Pullman	290	10	1.1
	Seattle-Moses Lake	170	8	0.8
	Seattle-Lewiston	310	5	0.5
	Seattle-Walla Walla	205	2	0.2
	SubTotal	-	154	16.1
California Locations	Seattle-Bay Area	800	118	12.4
	Seattle-Los Angeles	1,050	67	7.1
	Seattle-Sacramento	750	9	0.9
	Seattle-San Diego	1,200	6	0.6
	SubTotal	-	200	21.0
Total Cities	Other Cities	-	237	24.9
	Other Flights	-	74	7.8
Total Flights		-	950	100.0

14

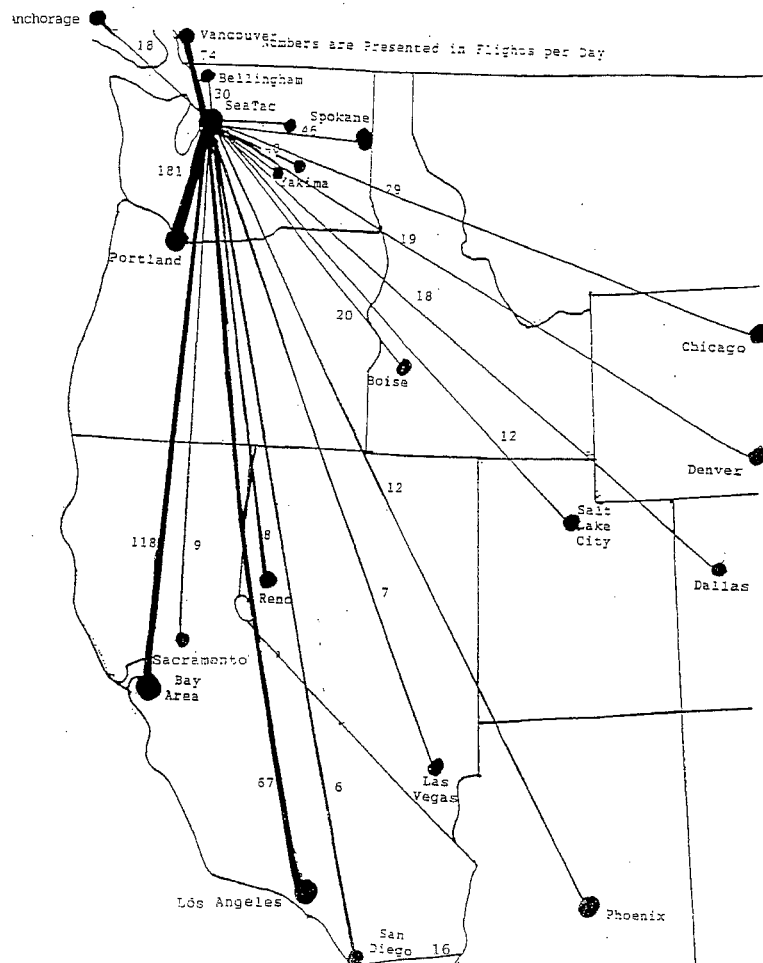
MAJOR AIRLINE ORIGIN-DESTINATION FLIGHT FREQUENCY PATTERNS IN THE STATE OF WASHINGTON



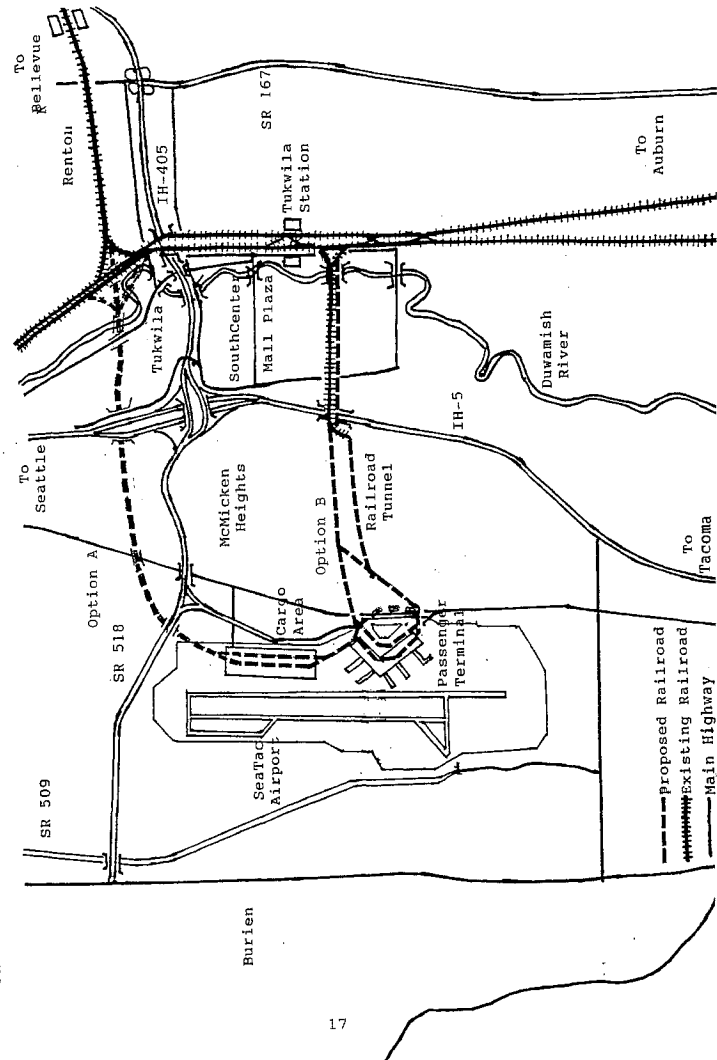
15

Comment Letter PH-F031A Continued

MAJOR AIRLINE ORIGIN-DESTINATION FLIGHT FREQUENCIES AT SEA-TAC AIRPORT.

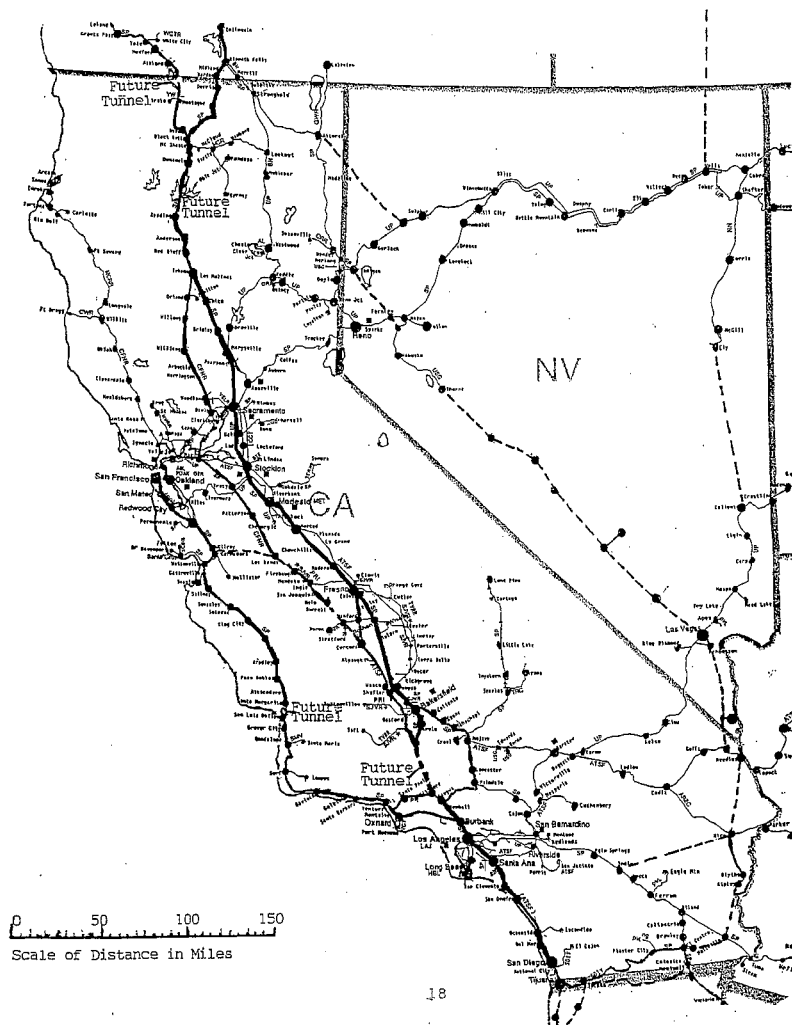


PROPOSED ROUTE LAYOUT FOR A CONNECTING RAILROAD LINE INTO SEATTLE TACOMA INTERNATIONAL AIRPORT

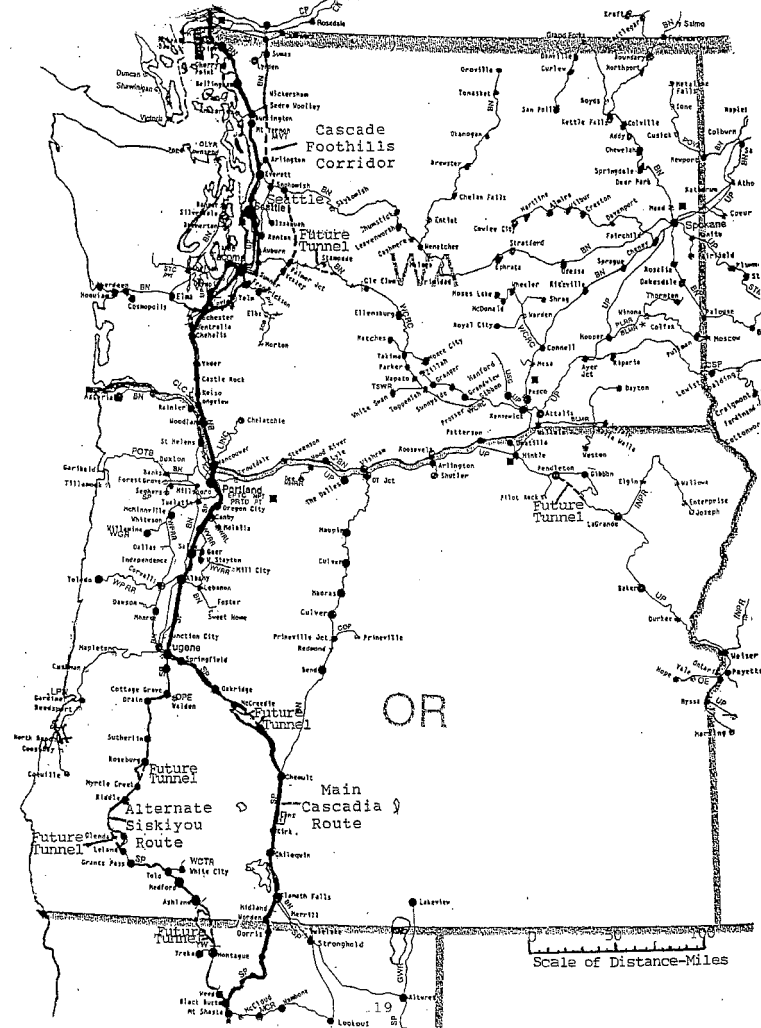


Comment Letter PH-F031A Continued

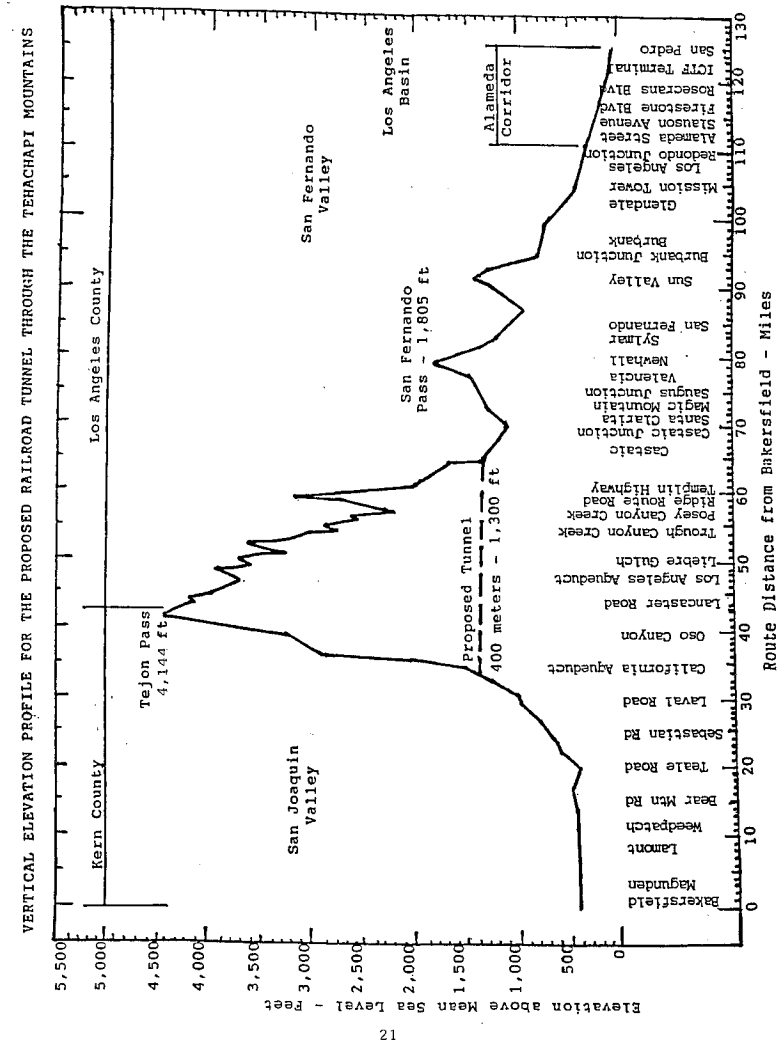
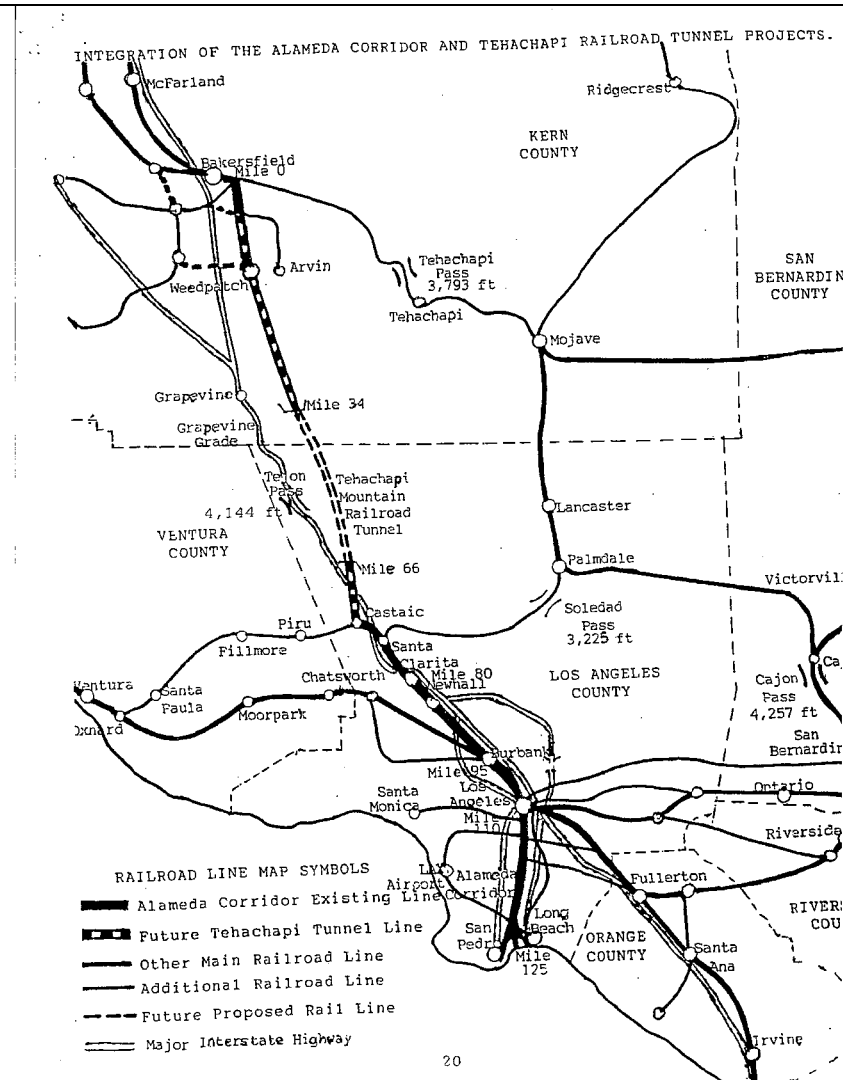
PROPOSED ROUTING OF THE HIGH SPEED RAIL CORRIDOR NETWORK IN CALIFORNIA



PROPOSED HIGH SPEED RAIL TRANSPORT CORRIDOR IN OREGON AND WASHINGTON

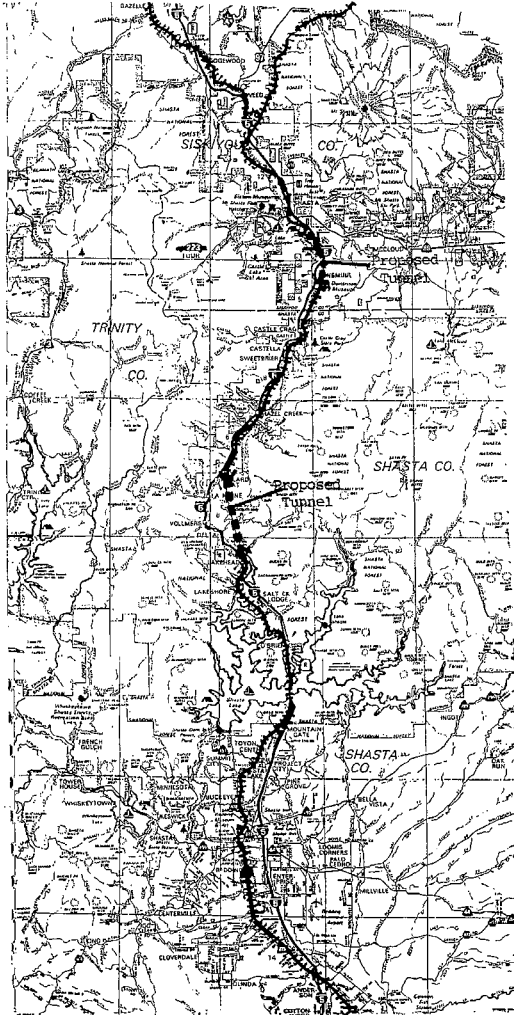


Comment Letter PH-F031A Continued



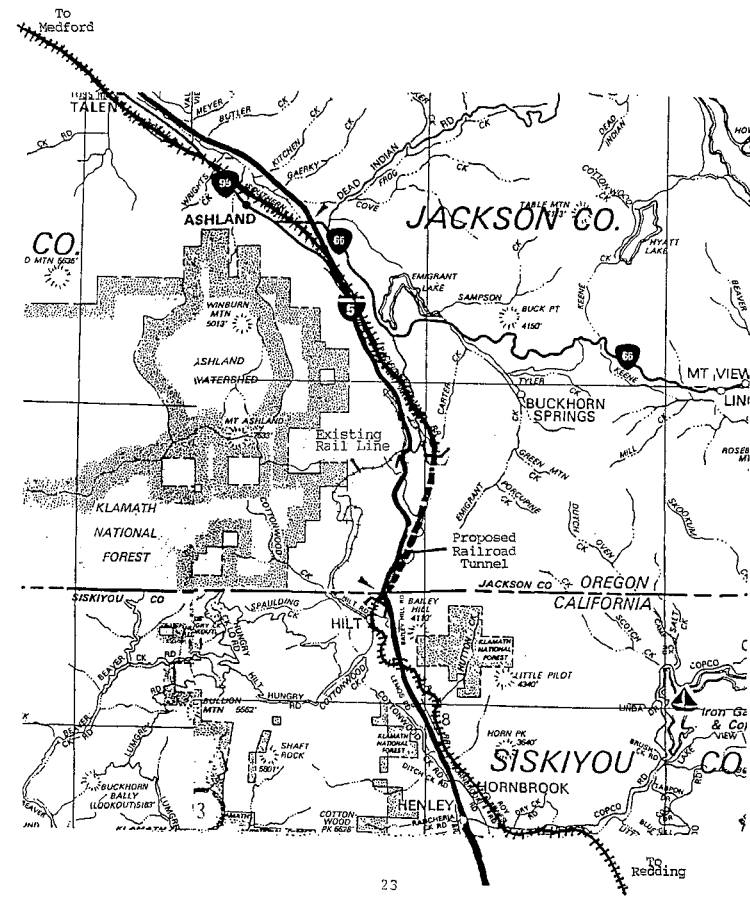
Comment Letter PH-F031A Continued

PROPOSED RAILROAD LINE ROUTING THROUGH THE SACRAMENTO RIVER CANYON



22

LOCATION OF THE PROPOSED RAILROAD TUNNEL THROUGH THE SISKIYOU MOUNTAINS.



23